



**ASSOCIATION OF  
AMERICAN RAILROADS**

**Office of the President  
Edward R. Hamberger  
President and Chief Executive Officer**

October 20, 2015

The Honorable Bill Shuster  
Chairman  
Committee on Transportation & Infrastructure  
House of Representatives  
Washington, DC 20515

The Honorable Peter DeFazio  
Ranking Member  
Committee on Transportation & Infrastructure  
House of Representatives  
Washington, DC 20515

Dear Chairman Shuster and Ranking Member DeFazio:

The Association of American Railroads applauds your introduction of the "Surface Transportation Reauthorization and Reform Act of 2015." The bill takes a balanced and comprehensive approach to infrastructure development, safety and the movement of freight and passengers.

Our nation's economy depends on an efficient surface transportation system. The new bill will improve vital transportation infrastructure, refocus programs on national priorities, provide flexibility and certainty for state and local partners and encourage innovation. We are committed to working with lawmakers to ensure that comprehensive surface transportation reauthorization legislation makes its way out of Congress and to the White House for the President to sign into law in a timely manner.

Notably, the legislation addresses the looming crisis that confronts the nation if Congress fails to act quickly to extend the December 31, 2015, statutory deadline for the installation and deployment of Positive Train Control (PTC) on our nation's rail system.

The bill takes a measured but rigorous approach to the PTC issue, directing the Secretary of Transportation to review each railroad's progress, while holding carriers strictly accountable for meeting enforceable implementation metrics.

Separately, AAR supports provisions in the bill to establish thermal protection requirements for railroad tank cars, to require a data-driven analysis of the merits of electronically-controlled pneumatic brakes and to increase the funding set aside for the Section 130 highway-rail grade crossing program.

Finally, it's equally important to note what is not in the base bill. This legislation includes no onerous truck weight increases, reflecting the recommendations of the Department of Transportation's comprehensive truck size and weight study, conducted pursuant to provisions included in MAP-21.

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The AAR is ready to support your efforts to move this signature legislation expeditiously through the full House and conference with the Senate in order to advance the nation's urgent need for a responsible surface transportation reauthorization bill.

Sincerely,

A handwritten signature in black ink, appearing to read "E. Hamberger", with a long horizontal flourish extending to the right.

Edward R. Hamberger